

12  
It may already be noted that the shaped piece 8 comprises two open hollows 9, 22 in the plane of separation of the two-part equipment support separated by a separating member 30, at least one of the hollows forming part of the box structure that is to be formed. The hollows consist of the bottoms of dished regions and of lateral walls. The latter run transversely to the plane of separation of the equipment support. They essentially determine its volume and thus play an important part in its mechanical strength.

Page 5, beginning at line 19, please replace the paragraph as follows:

13  
It must be noted that the shaped piece 8 may also have just one hollow. In this particular instance, the recessed areas underneath the separating member 30 between the two hollows 9 and 22 can be used as a space in which to mount certain equipment items in the wet zone, but is not required in all scenarios.

#### IN THE CLAIMS

The following is a clean copy of amended Claims 10, 12-15 and 17-22, with marked-up copies attached:

14  
3/4-7  
10. (Twice Amended) A component support assembly to be mounted in a vehicle door, comprising:

a rigid double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall having at least first and second hollows separated by a separating member,

wherein said rigid double-shell box structure independently supports a plurality of vehicle door components fixedly attached to said first wall of the rigid double-shell box structure thereby forming an enclosed volume with the first volume of the second wall.

8506/42 12. (Amended) The component support assembly of claim 10, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retracted curved vehicle door window, and

wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window.

936/42 13. (Amended) The component support assembly of claim 10, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam inserted into the second hollow of the second wall.

14. (Amended) The component support assembly of claim 10, wherein the first wall of the rigid double-shell box structure is jointly fixed at edge portions with the second wall.

506/43 15. (Twice Amended) A vehicle door, comprising:  
an outer panel configured to be mounted on a vehicle body;  
a component support assembly mounted to the vehicle door including a rigid double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall having at least first and second hollows separated by a separating member; and

an interior lining,

wherein said rigid double-shell box structure independently supports a plurality of vehicle door components fixedly attached to said first wall of the rigid double-shell box structure thereby forming an enclosed volume with the first volume of the second wall.

87506/43 17. (Amended) The door of claim 15, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retractable curved vehicle door window, and

Sub 27  
D7  
com 7  
wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window.

18. (Amended) The door of claim 15, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam inserted into the second hollow of the second wall.

Sub 28  
D8  
19. (Amended) The door of claim 15, wherein the first wall of the rigid double-shell box structure is jointly fixed at edge portions of the second wall.

Sub 29  
D9  
20. (Amended) A door for a vehicle comprising:  
a door structure including a first door wall and a second door wall and lateral door walls, said first door wall being located at an exterior of said vehicle;  
an equipment support to be mounted to the door structure; and  
an interior trim lining,  
wherein the equipment support includes at least one warp-resistant double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall having at least first and second hollows separated by a separating member,

wherein said second wall has substantially a same curvature as a fully retracted vehicle door window, and

wherein the double-shell box structure individually supports a plurality of devices fixedly attached to the first wall of the double-shell box structure thereby forming an enclosed volume with the first volume of the second wall of the double-shell box structure.

21. (Amended) The door of claim 20, wherein said second wall of the double-shell box structure is more towards an interior of the vehicle than a fully retracted curved vehicle door window.

Sub 61  
22. (Amended) The door of claim 20, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam inserted into the second hollow of the second wall of the double-shell box structure.

Please add new Claims 23-27 as follows:

Sub 61  
23. (New) A component support assembly to be mounted in a vehicle door, comprising:

Sub 61  
a rigid double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall having at least a first hollow and having a window lifter mechanism mounted thereto,

wherein said rigid double-shell box structure independently supports a plurality of vehicle door components fixedly attached to said first wall of the rigid double-shell box structure thereby forming an enclosed volume with the first volume of the second wall.

Sub 61  
24. (New) The component support assembly of claim 23, wherein the second wall includes a second hollow separated from the first hollow by a separating member.

Sub 61  
25. (New) The component support assembly of claim 23, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retracted curved vehicle door window, and

wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window.

Sub 61  
26. (New) The component support assembly of claim 24, wherein said rigid double-shell box structure further comprises rigid impact absorbing foam inserted into the second hollow of the second wall.

27. (New) The component support assembly of claim 23, wherein the first wall of the rigid double-shell box structure is jointly fixed at edge portions with the second wall.